

## **Davison**

Davison is generally bounded by Nevada and McNichols to the north, the Hamtramck city limits to the south, Mt. Elliot to the east, and the Highland Park city limits to the west.

Davison's population grew nearly two percent between 1990 and 2000. One-fourth of Davison households earn less than \$10,000 per year. More than seventy percent of Davison's housing stock is valued at less than \$50,000, making the area one of the most affordable communities in the City. Immigrants fueled much of the population gain, as an increasing number of residents are foreign-born.

### **□ Neighborhoods and Housing**

**Issues:** Davison's residential areas vary widely in condition. Sixty percent of Davison's low-density residential structures are over 65 years old. With close to 90 percent of the stock built over a 20-year period, the lack of sufficient age diversification does not allow phased rehabilitation and development.

#### **GOAL 1: Preserve sound neighborhoods**

**Policy 1.1:** Maintain the stability of the area southeast of Davison and Joseph Campau; south of Charles; and southeast of Mound and McNichols through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

#### **GOAL 2: Revitalize neighborhoods with poor housing conditions**

**Policy 2.1:** Demolish vacant and/or dangerous structures and encourage rehabilitation and infill housing north of Davison and on the west side of the area.

#### **GOAL 3: Increase residential density**

**Policy 3.1:** Develop medium density housing to complement the mixed-use node at Davison and McNichols.

### **□ Retail and Local Services**

**Issues:** Davison is located at the center of many different neighborhoods on the City's north side. This centrally located corridor has substantial acreage for neighborhood commercial uses, but lacks a viable retail district. Businesses along the corridor suffer from blight.

**GOAL 4: Increase the vitality of commercial thoroughfares**

**Policy 4.1:** Take advantage of high traffic volumes along McNichols near I-75 to attract more intense commercial activity.

**GOAL 5: Increase the vitality of neighborhood commercial areas**

**Policy 5.1:** Develop neighborhood commercial nodes along Davison and McNichols with a compatible mix of locally serving, small-scale businesses and medium density residential along less viable sections.

**Policy 5.2:** Explore cooperative efforts with the City of Hamtramck to promote development of the Conant and Joseph Campau commercial thoroughfares.

**GOAL 6: Develop a retail center**

**Policy 6.1:** Develop a large-scale retail center at the southeast corner of McNichols and I-75.

**GOAL 7: Develop a mixed-use activity node**

**Policy 7.1:** The existing built environment of commercial structures at the intersection of Davison and McNichols presents an opportunity for a mixed use, pedestrian-oriented development.

**GOAL 8: Improve the appearance of commercial areas**

**Policy 8.1:** Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Joseph Campau, Conant and McNichols

□ **Industrial Centers**

**Issues:** Vacant and underutilized industrial land exists along the boundary of the area. Industrial sites are centrally located in the region and traversed by two freeways, two rail lines, and six major thoroughfares. However, these areas attract high volumes of truck traffic that can adversely impact the health and safety of local residents.

**GOAL 9: Increase the viability of industrial areas**

**Policy 9.1:** Redevelop the under-utilized sites along Nevada and the Chrysler Freeway by attracting new and encouraging existing businesses to expand, especially those requiring high accessibility such as distribution and manufacturing.

**GOAL 10: Reduce conflicts between industrial and residential areas**

**Policy 10.1:** Establish and enforce designated truck routes to and from Davison, Mound and the Chrysler Freeway.

**Policy 10.2:** Buffer the negative impacts of industrial land uses upon residential areas in the north and northeast.

□ **Transportation and Mobility**

**Issues:** Along McNichols and Davison, traffic volumes and truck traffic pose safety concerns, especially for pedestrians.

**GOAL 11: Improve vehicular and pedestrian safety**

**Policy 11.1:** Incorporate traffic calming features and other methods to increase safety for pedestrians in the area of McNichols and Davison.

## 2000 Census - Demographic Profile

Neighborhood **Davison**

## Total Population

**19,956**

1990 Population

19,660

1990 to 2000 Change

296

Percent Change

1.51%

## Race

White Only

3,958

19.83%

Black or African American  
Only

12,654

63.41%

American Indian and Alaska  
Native Only

81

0.41%

Asian Only

1,516

7.60%

Native Hawaiian and Other  
Pacific Islander Only

43

0.22%

Other Race Only

41

0.21%

Two or More Races

1,663

8.33%

## Hispanic Origin

Hispanic Origin (Any Race)

494

2.48%

1990 Hispanic Origin

194

1990 to 2000 Change

300

Percent Change

154.64%

## Gender

Male

10,660

53.42%

Female

9,296

46.58%

## Educational Attainment

Population 25 or older

11,754

58.90%

HS Graduate or Higher

7,077

60.21%

Assoc. Degree or Higher

882

7.50%

## Age

Youth Population  
(Under 18 Years Old)

6,343

31.78%

1990 Youth Population

6,371

1990 to 2000 Change

-28

Percent Change

-0.44%

0 to 4 Years Old

1,759

8.81%

5 to 10 Years Old

2,432

12.19%

11 to 13 Years Old

1,027

5.15%

14 to 17 Years Old

1,125

5.64%

18 to 24 Years Old

1,859

9.32%

25 to 44 Years Old

7,001

35.08%

45 to 64 Years Old

3,112

15.59%

65 Years Old and Older

1,641

8.22%

## Households

Households

5,760

Average Household Size

3.09

Population in Group Quarters

2,177

10.91%

Population in Households

17,779

Family Households

3,943

68.45%

Married Couple Family

1,795

45.52%

Female Householder Family

1,700

43.11%

One Person Households

1,463

25.40%

## Housing Units

Housing Units

6,708

1990 Housing Units

7,387

1990 to 2000 Change

-679

Percent Change

-9.19%

Vacant Housing Units

947

14.12%

Occupied Housing Units

5,761

85.88%

Owner Occupied

3,298

57.25%

Renter Occupied

2,463

42.75%

## Housing Value

Owner Occupied Units

2,908

Less Than \$15,000

504

17.33%

\$15,000 to \$29,999

701

24.11%

\$30,000 to \$49,999

830

28.54%

\$50,000 to \$69,999

532

18.29%

\$70,000 to \$99,999

278

9.56%

\$100,000 to \$199,999

55

1.89%

\$200,000 or More

8

0.28%

## Household Income

Less Than \$10,000

1,384

24.03%

\$10,000 to \$14,999

521

9.05%

\$15,000 to \$24,999

1,060

18.40%

\$25,000 to \$34,999

818

14.20%

\$35,000 to \$49,999

655

11.37%

\$50,000 to \$74,999

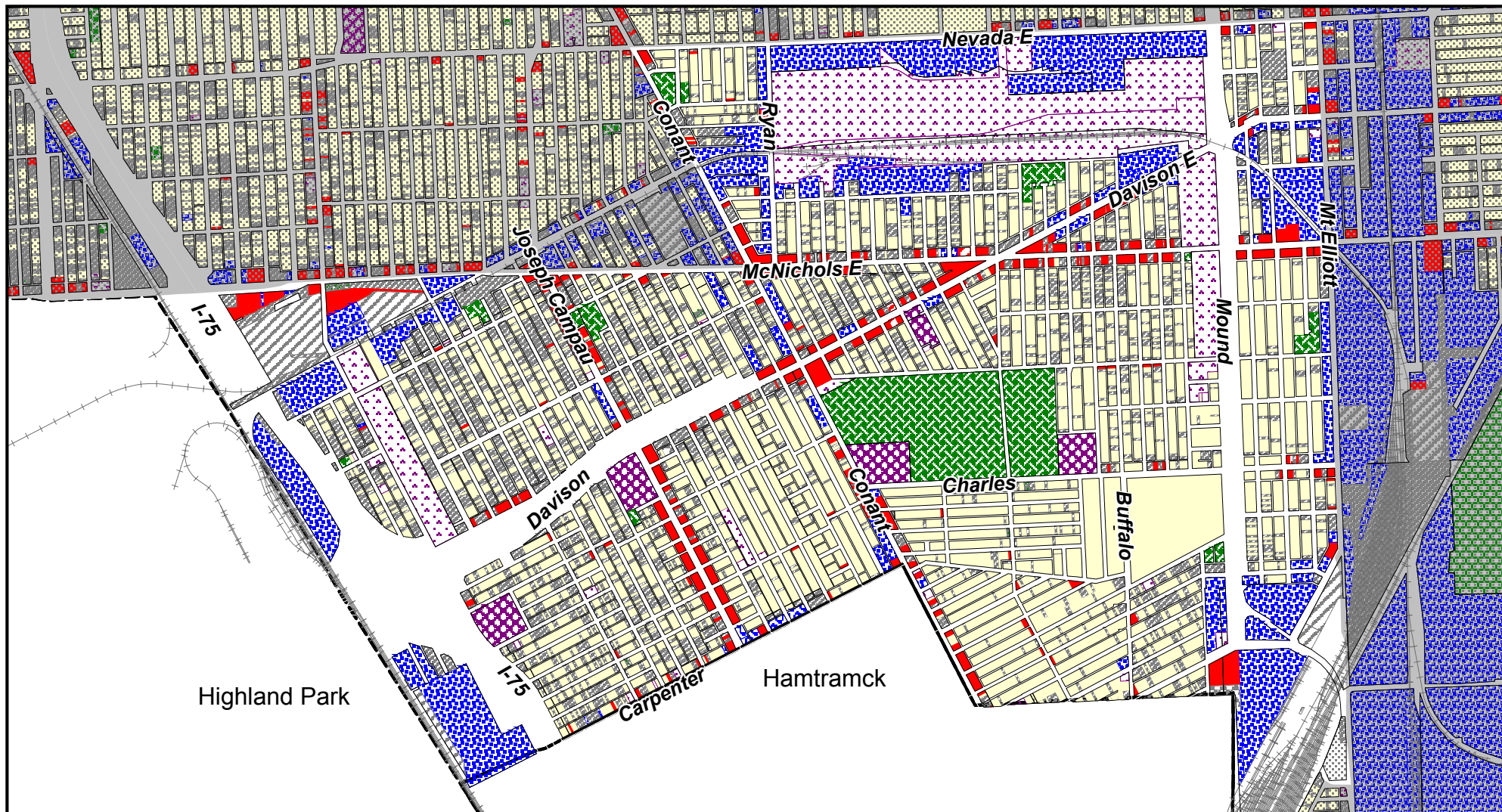
883

15.33%

\$75,000 or More

439

7.62%



Map 1-2A

City of Detroit  
Master Plan of  
Policies

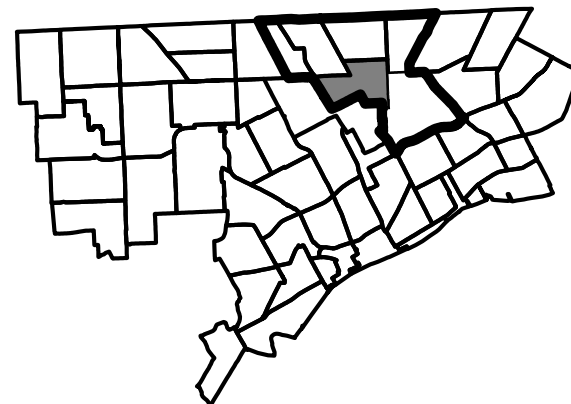
## Neighborhood Cluster 1 Davison



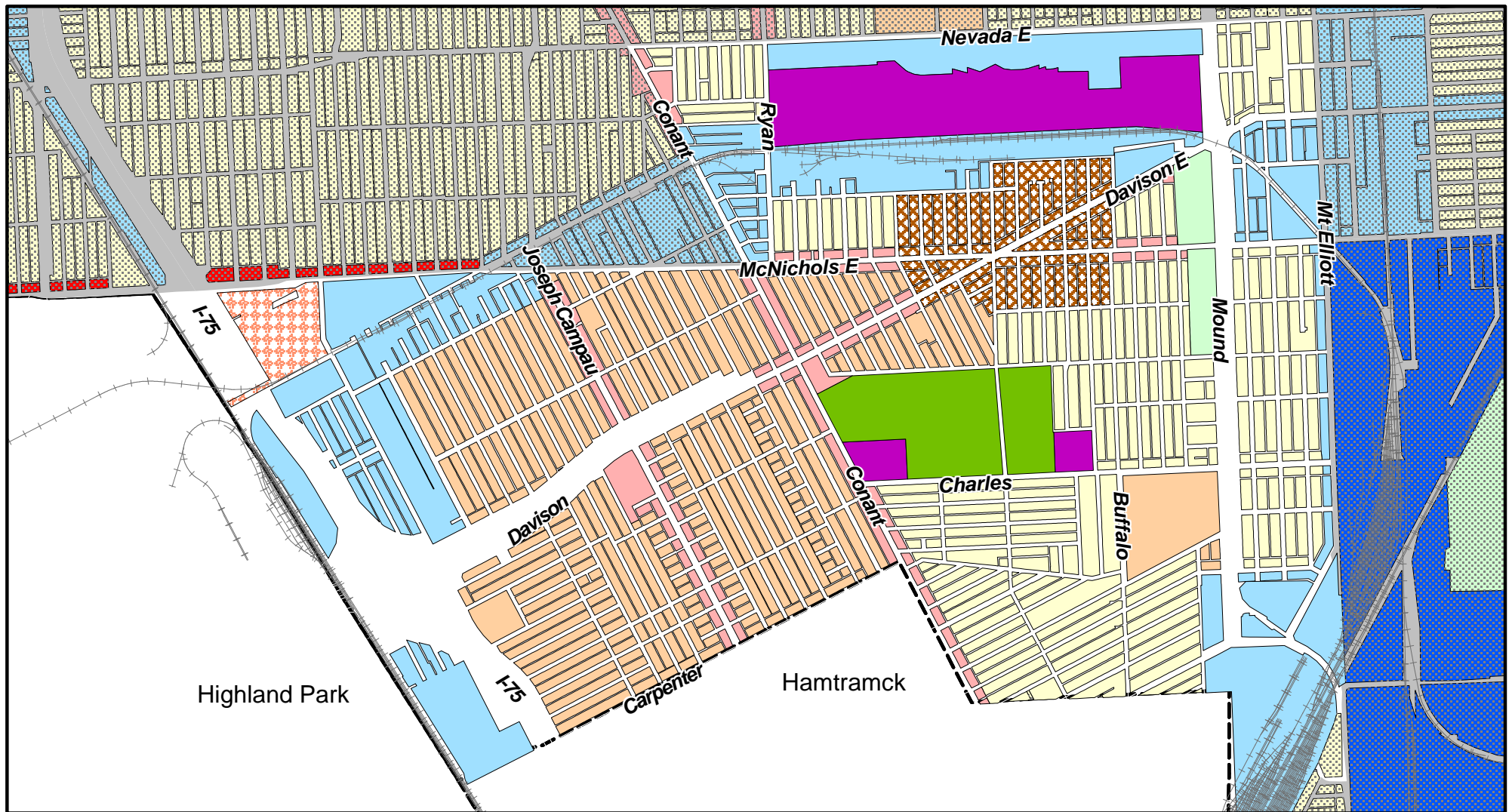
### Existing Land Use \* -

- |                         |                            |
|-------------------------|----------------------------|
| Residential             | School - Primary/Secondary |
| Commercial              | School - Other             |
| Office                  | College/University         |
| Industrial              | Institutional              |
| Transportation          | Cemetery                   |
| Utilities/Communication | Recreation/Open Space      |
| Hospital/Clinic         | Vacant                     |

\* January 2000 Existing Land Use. Sources:  
Detroit Public Schools DataImage database;  
Recreation Department Site Inventory;  
Planning and Development Department's Property Information System (PINS);  
Finance Department, Assessment Division's Integrated Physical Data System (IPDS).







Map 1-2B

City of Detroit  
Master Plan of  
Policies

# **Neighborhood Cluster 1 Davison**



## **Future Land Use -**

- |                                |                                |
|--------------------------------|--------------------------------|
| Low Density Residential        | Light Industrial               |
| Low-Medium Density Residential | Distribution/Port Industrial   |
| Medium Density Residential     | Mixed - Residential/Commercial |
| High Density Residential       | Mixed - Residential/Industrial |
| Major Commercial               | Mixed - Town Center            |
| Retail Center                  | Recreation                     |
| Neighborhood Commercial        | Regional Park                  |
| Thoroughfare Commercial        | Private Marina                 |
| Special Commercial             | Airport                        |
| General Industrial             | Cemetery                       |
|                                | Institutional                  |

